From: Linc Wehrly
To: Clifford Dean
Subject: Fw: SCR Question
Date: 02/01/2007 10:27 AM

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----- Forwarded by Linc Wehrly/AA/USEPA/US on 02/01/2007 10:26 AM -----

Eric A Schneider
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Sent by: Eric A Schneider
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To Linc Wehrly/AA/USEPA/US@EPA
cc Klaus Land <klaus.land@daimlerchrysler.com>, Michael E Hafner <michael.e.hafner@daimlerchrysler.com>

Received Date:
01/26/2007 02:33 PM
Transmission Date:
01/26/2007 02:33:51 PM

Subject Re: SCR Question

Linc,

Please see the following information to answer your questions.

(excerpt from the Certification Preview documents)

5.4: Mercedes interpretation concerning NH3 emissions for the Bluetec II Diesel generation (BIN5):

Mercedes states within the application of certification Section 08-01 (H) that our vehicles "will not, to the best of DaimlerChrysler AG's information and belief, cause the emissions into the ambient air of pollutants …cause … an unreasonable risk to public health."

The term pollutant also comprises Ammonia (NH3). For future BLUETEC II technologies (Diesel SCR), Mercedes has measured NH3 emissions under FTP75 and US06 conditions:
- FTP75: mean NH3 concentrations < 15 ppm which correlates to 0.040 g/mi
- US06: mean NH3 concentrations < 20 ppm which correlates to 0.060 g/mi.

In Mercedes interpretation, these values are low enough not to cause any risk to the public health, therefore being in compliance with the Clean Air Act. Not further actions are planned.

We do not plan CBI / Ex. 4. Klaus plans on being in Ann Arbor on February 7th and can explain in more detail the strategy of

CBI / Ex. 4

Based on the working place concentration : > 25 ppm Aroma is noticed by most people

We will stay below these numbers CBI / Ex. 4 which is normally not comparable to the measurement at the working place. This would lead to much lower values in comparison to the bag value.

We can explain more during our proposed meeting on February 7th. I will contact you to confirm your availability.

Best regards,

Eric

Eric A. Schneider
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01/26/2007 07:42 AM

To: eric.a.schneider@mbusa.com
cc:
Subject: SCR Question

Eric,

I have a quick question that perhaps you could forward to Klaus or the appropriate person within the company.

Does the Bluetec 2 system use a separate NH3-slip catalyst or does the existing SCR catalyst trap generated NH3 to prevent slip? Either way, what is DCX's strategy for preventing NH3-slip?

Thanks,
Linc

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